

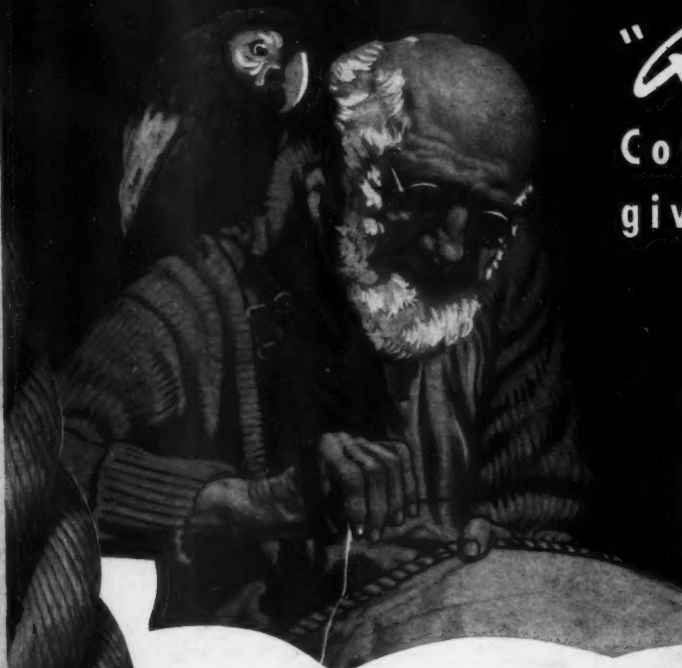
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ATLANTIC FISHERMAN

MARCH, 1943

*"Rope can be mighty
Contrary if you forget to
give it a Contrary Turn,"*
... says Cap'n Mark



"A lot of people forget that rope is always trying to untwist," says Cap'n Mark. "But because every single strand and yarn is trying to untwist in a different direction, the rope stays put and doesn't kink or unravel."

"That's why it's so important to shift mooring lines to opposite 'niggerheads' on every

What happens when a mooring line is not "Dipped" or shifted to the opposite "Niggerhead."

voyage. The shift means that the rope is thrown on the 'niggerhead' in an opposite—or 'contrary'—direction at the next mooring, and the natural twist in the rope stays balanced. It doesn't kink. It doesn't develop 'hockles.' And it lasts twice as long."

You're right, Cap'n Mark, and with a war on and good Manila rope getting mighty scarce, everyone of us has got to look sharp to see that we don't waste or damage it. Above all, never put strain on a kinked rope. And save your old Manila rope, hawsers, cargo slings, small stuff—no matter in what condition. They're valuable scrap for making parachute flares and other war materials.

● Send for Cap'n Mark's free booklet entitled "Hints on Conserving Rope." It contains many valuable suggestions and helpful information on ways to make your rope last longer.

COLUMBIAN ROPE COMPANY
Auburn, "The Cordage City," N. Y.



Columbian ROPE

Boston Office and Warehouse

38 Commercial Wharf



In the telephone directory, all numbers look very much alike. Call one at random and it may be answered by a great corporation with millions in assets, an efficient organization, and a high degree of permanence. Call another, and it may be answered by an individual who is here today—and gone tomorrow. When you buy a Diesel engine that you may wish to live with for years, it is wise to inquire WHO and WHAT is back of the telephone number that appears on the salesman's card. Is it merely a man with an office desk, a telephone number and some ideas—a distributor with long established reputation and adequate service facilities; or a Direct Factory Branch with parts stocks, trained mechanics, and proper mechanical set-up? The Atlas Factory Branches and Distributors, which you will find in every major port of both coasts, have been organized with but two ideas in mind—PERMANENCE and SERVICE.

ATLAS
Imperial
**DIESEL
 ENGINES**
ATLAS IMPERIAL DIESEL ENGINE CO.

OAKLAND · CALIFORNIA

NORTHWESTERN DIVISION	69 COLUMBIA STREET, SEATTLE, WASH.
EASTERN DIVISION	115 BROAD STREET, NEW YORK, N. Y.
CENTRAL DIVISION	226 NORTH LA SALLE STREET, CHICAGO, ILL.
SOUTHWESTERN DIVISION	5726 NAVIGATION BOULEVARD, HOUSTON, TEX.

Thank You, General Holcomb!



BY DIRECT WIRE FROM

WESTERN UNION

1223

CLASS OF SERVICE	SYMBOLS
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.	DL - Day Letter
	NT - Overnight Telegram
	LC - Deferred Cable
	NLT - Cable Night Letter
	Ship Radiogram

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

WU29 162 GOVT 3 EXTRA WASHINGTON D C JAN 25 144P
TO THE EMPLOYEES OF NATIONAL SUPPLY CO

A RECENT DISPATCH FROM A MARINE COMBAT CORRESPONDENT IN THE PACIFIC AREA SPEAKS HIGHLY OF THE PERFORMANCE OF THE SUPERIOR MARINE ENGINES WHICH YOU ARE PRODUCING FOR THE NAVY. THESE ENGINES ARE BEING USED IN LIGHTERS ENGAGED IN LOADING AND UNLOADING SHIPS BRINGING TROOPS AND SUPPLIES TO BEACH POSITIONS AND EVACUATING WOUNDED. FOLLOWING IS A DIRECT QUOTATION FROM AN ENGINEER IN CHARGE OF ONE OF THE LIGHTERS: "WHEN WE ARE ON THE UNLOADING DETAIL WE HAVE TO HURRY AND RUN THE ENGINES OVER STANDARD SPEED. SOMETIMES THE BOATS ARE OVERLOADED AND IT IS A GREAT STRAIN ON THE ENGINES RUNNING THE BOATS UP ON THE BEACH AND THEN PULLING THEM OFF AGAIN IN REVERSE. BUT TO MY KNOWLEDGE THE ENGINES HAVE NEVER GIVEN OUT DURING SUCH WORK." THE MEN OF THE MARINE CORPS ARE VERY GRATEFUL FOR THE SPLENDID SERVICE RENDERED BY YOUR ENGINES IN OUR OPERATIONS. WE ARE COUNTING ON YOU TO GIVE US MORE OF THEM.

THOMAS HOLCOMB
LIEUTENANT GENERAL COMMANDANT
UNITED STATES MARINE CORPS

WE ARE very proud that our Superior Diesels have measured up to the high standards of the tough Marines they serve.

We, the men and women of Superior, pledge the fullest measure of our effort that you may have the engines you need to hit the enemy again and again, in his own territory, until complete and final Victory is won.



EMPLOYEES OF

THE NATIONAL SUPPLY CO.

Superior ENGINE DIVISION

THE WAR CAN'T WAIT..

Donald M. Nelson says to the Fishing Industry:



"The Nation's war production program must not be hampered by the present shortages of strategic materials—iron, steel, rubber, copper, brass, tin, lead, zinc, burlap, rags, and Manila rope. We need the immediate cooperation of everyone in the industry, to correct this condition. Now is the time to collect the tremendous tonnage of those materials that is lying around your yards. Nothing is too small. We urge you to begin *at once* an all-out drive for scrap!"

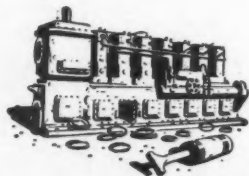
U.S. NEEDS ALL SCRAP..TODAY!

SELL YOUR SCRAP TO SHORTEN THE WAR!

HERE'S WHAT TO LOOK FOR



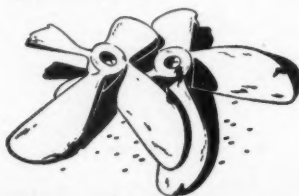
OLD HULL PLATES and other structural steel from repaired, wrecked, and dismantled hulls. Don't overlook old chains, anchor parts, broken cables. Every bit of steel counts when half of every ship, gun, and tank is made of scrap. Turn in condemned metal lifeboats and their parts—tanks, oarlocks, containers.



OLD FORGINGS AND CASTINGS, such as engine cylinders and liners, cylinder heads, pistons and rings, from steam engines, Diesels and turbines. Also line shafts and tail shafts. A single old piston may provide enough scrap steel for a 500-lb. aerial bomb!



PLATE TRIM, RIVETS, BOLTS, air tool parts—including rubber hose, hammers, pistons. Not only steel, but rubber, too, is needed. The Japs hold 97% of the world's rubber supply. A couple of lengths of rubber air hose may provide scrap rubber to make boots for a squad of paratroopers.



BROKEN PROPELLERS, brass engine room fittings, gauges, dials, clock housings, guard rails, lamps, door knobs—all yield scarce bronze and brass, and other non-ferrous metals.



OLD BEARINGS, old electric wiring, even lamp bulbs. Every 60 feet of copper wire you salvage provides scrap copper for 1,000 37-mm. antiaircraft explosives. Don't burn the rubber insulation—strip it off and save it.



OLD MANILA ROPE... hawsers, cargo slings, small stuff no matter what the condition. Also bagging, burlap, air and fire hose. They're valuable scrap for making parachute flares and other war materials. Pile them up and move them! Get your yard behind the Scrap campaign today!

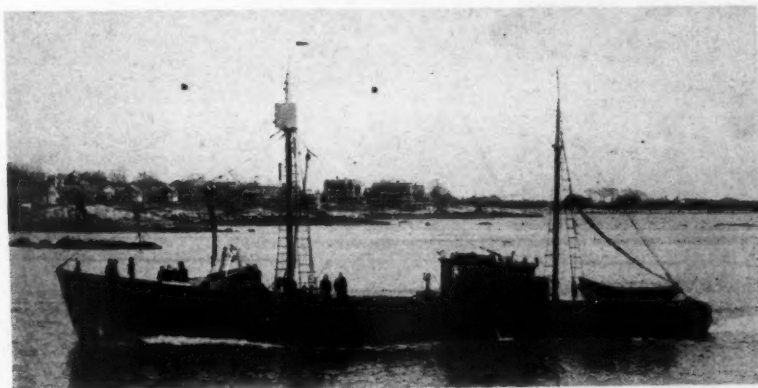
HERE'S WHAT TO DO... Appoint one man as Salvage Manager for your organization. Give him authority to *act*—to condemn old equipment, to move material, to collect scrap of all kinds. Have him separate all scrap by type. Then move it promptly through your regular scrap dealers. Don't wait—start rounding up scrap *now*—and keep it moving until the war is won!

THROW YOUR
SCRAP INTO
THE FIGHT
!

This advertisement is contributed to the National Salvage Campaign by ATLANTIC FISHERMAN in cooperation with the Office of the Coordinator of Fisheries.

When the Mackerel Strike Again

"Frankie & Rose"
Will be on 'em, just
as she was in 1942,
setting new records
for weeks' catches.



The "Frankie & Rose", 104.3' x 14.9' x 8.3', is owned by Capt. Joseph Sinagra, of Gloucester, Mass., and is one of many successful fishing boats provided with Wolverine power. Her engine is a 5 cyl., 91/4" x 14", 100 hp. Wolverine Diesel.

WOLVERINE MOTOR WORKS, INC.

Union Avenue, Bridgeport, Conn.

PAY IT OUT

Rope is needed to help
secure victory

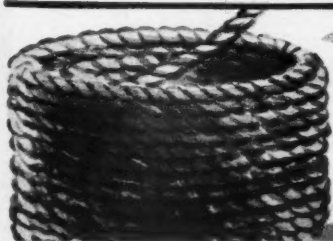
Our boys need more rope than they
can get. Lives depend on it.

With curtailed sources we can't supply
all that is needed. So treat all the
rope you have as a trust.

Conserve and care for it as though
each piece were the last of its kind.

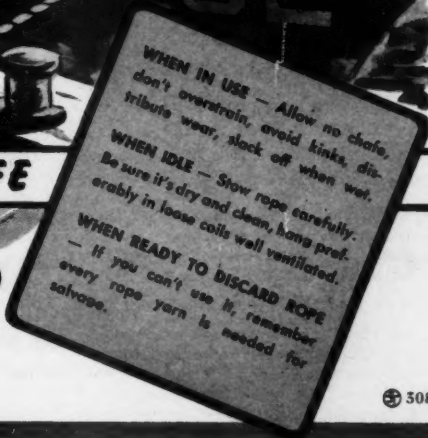


WAYS TO LENGTHEN ROPE LIFE



NEW BEDFORD CORDAGE CO.

233 Broadway, New York, N. Y.
31 St. James Ave., Boston, Mass.
Mills: New Bedford, Mass.





Give the engine a *BREAK!*

Whatever type of craft you operate, it is powered by a great engine if it's a "Caterpillar" Diesel. Thousands of veteran "Caterpillar" Diesels are doing a heroic job in these trying times—carrying on with a sturdy efficiency long after their ordinary life span.

It's the *extra* qualities built into all "Caterpillar" Diesel Engines that are proving their worth today. They're simple, dependable, and as nearly free as possible from operating adjustments while on the job. But if you expect to get the utmost out of your engine it's up to you to do *your* part.

First of all, you should read—and reread—the Instruction Book.

1. Lubrication is important. Use the correct grade of oil, and change the oil filters at proper intervals, as indicated by the hour-meter.
2. Keep the fan belt properly adjusted.
3. See that the cooling system is tight; and put in enough anti-freeze to give positive protection in winter weather.

4. Install new fuel filter element when the gauge shows such a change is needed.
5. Keep the clutch properly adjusted to avoid slippage; and don't overload the engine oftener than is absolutely necessary.

When repairs or special adjustments are needed, your "Caterpillar" dealer is ready day or night to help keep your engine working. He is equipped for every type of service. For instance:

1. He'll recut piston ring grooves and put in wider rings to restore the original compression.
2. He'll replace bearings when they are worn, and he is equipped to grind down a worn crankshaft and fit it with new bearings, saving many pounds of war-needed metal.

The *TIP-TOP*, New London, Conn.—55-foot dragger, powered by a "Caterpillar" Diesel D13000 Marine Engine.

- . . .
3. He'll etch cylinder liners, removing gum and glaze.
 4. He'll test your fuel injection system to see if it needs replacing or repairing. The exchange price for a new system is far lower than the cost of new valves, pumps and other parts.

The "Caterpillar" dealer is the best friend your "Caterpillar" Diesel has. Wartime conservation of power and materials is his job, and he is doing it well. You can count on his sound advice and reliable service—now and at all times.

CATERPILLAR DIESEL

REG. U.S. PAT. OFF.

CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS

TO WIN THE WAR: WORK—FIGHT—BUY WAR SAVINGS BONDS!

ATLANTIC FISHERMAN

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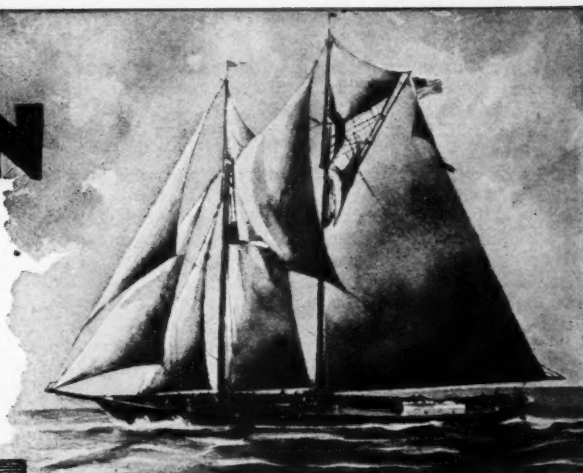
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Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes.



VOL. XXIV

MARCH 1943

NO. 2

Washington Conference Shows Need of More Boats

SEVENTEEN representatives of the fishing industry, who had been appointed by Secretary of Interior, Harold L. Ickes, as consultants to his Office of Fishery Coordinator, met in Washington on March 1st and 2nd.

The purpose of the conference was to develop a program for the solution of problems imposed on the industry by war-time factors. The consultants met with Officials of the Department, as well as the key field men of the Fish and Wildlife Service who had been brought in for a preceding 3-day conference to map out a workable increased production program for 1943.

The following consultants, representing the various phases of the industry, were in attendance: I. T. Ballard, Ballard Fish & Oyster Co., Norfolk, Va.; Harry R. Beard, New England Fish Co., Seattle, Wash.; Frederick McG. Bundy, Gorton-Pew Fisheries Co., Gloucester, Mass.; C. Allen Greiner, Southern Shellfish Co., Harvey, La.; Fred Gunderson, Seattle, Wash.; Leland B. Irish, Coast Fishing Co., Wilmington, Calif.; Joseph F. Jurich, International Fishermen & Allied Workers of America, Seattle, Wash.; Harvey Lewis, Gulf Coast Seafood Producers' and Trappers' Assoc., Morgan City, La.; Fred J. Mullins, East Bay Fisheries, San Francisco, Calif.; Captain Patrick McHugh, Atlantic Fishermen's Union, Boston, Mass.; John H. Mathews, Cheseboro, Robbins & Graham Co., New York, N. Y.; John Nagle, John Nagle Co., Boston, Mass.; Moses Pike, Holmes Packing Corp., Eastport, Me.; A. J. Robida, Fish Producers' Exchange of Florida, Inc., Jacksonville, Fla.; Oliver H. Smith, Smith Bros., Port Washington, Wis.; Thomas F. Sandon, Columbia River Packers' Assoc., Astoria, Wash.; Dr. Colston Warne, Amherst College, Amherst, Mass.

The general session, presided over by Dr. Ira N. Gabrielson, Deputy Coordinator, was opened with an address by Coordinator Ickes, who said in part:

"The fishing industry has an important part in the food program. Not only does it provide fresh, frozen, and processed food of high protein content, it also supplies products for animal feeding and oils for human, animal, and industrial uses.



At the Washington Conference: At table, Dr. Ira N. Gabrielson, Deputy, left; and Harold L. Ickes, Fisheries Coordinator. At rear, from left to right, W. W. Anderson, Fish and Wildlife Service; L. T. Hopkinson, Fisheries Division of W.P.B.; H. C. Albin, Surplus Commodities Corp.; and Roy F. Hendrickson, Food Distribution Administration.

"In 1941 the commercial fisheries of the United States and Alaska produced a total of 5 billion pounds of fishery products which was the greatest total catch in history. In 1942, however, the catch was only about 3½ billion pounds, which was more than 25% below that of 1941.

"On February 8, the Secretary of Agriculture delegated to this Department complete responsibility for the capture and processing of fish—of mobilizing the fish-producing industries into a united war program of increased production. The Office of the Coordinator of Fisheries and the Fish and Wildlife Service will carry out the production program, and work in close harmony and cooperation with the Food Distribution Administration of the Department

of Agriculture which is responsible for the allocation, distribution and purchase of fishery products."

The next speaker, Roy F. Hendrickson, Director, Food Distribution Administration, Department of Agriculture, stated: "Last year we supplied our own military forces with 94 million pounds of canned fish. In addition to this we sent to the overseas forces of our allies, to civilians in Britain, and to prisoners of war held by our enemies, 242 million pounds, or a total of 336 million pounds about equally divided between sardines and salmon, with other varieties making up a small part of the total. At the same time we endeavored to keep some supplies of canned fish, and the entire supply of fresh and frozen fish, within our borders. The supply of fresh fish is of vital importance. We look to the fisherman and the fresh fish packers to keep the flow at the highest possible level.

"The production goal set for 1943 is a minimum of 2-1/5 billion pounds, edible portion of food fish alone—not including a very high goal for fish meal. To reach our goal the catch would have to be increased about 1 billion pounds over the catch of last year. This may require greater concentration of effort on the most abundant varieties—those that can be harvested in the greatest quantity with the least expenditure of manpower and equipment.

"These are the goals that must be reached if we are to have

what amounts to a subsistent supply this year:

Fresh, frozen,	1,204 million lbs. or 274 million more than 1942.
Canned fish,	792 " " " 106 " " " "
Cured fish,	155 " " " 80 " " " "
Fish meal,	530 " " " 230 " " " "

"We will continue to entertain offers of any new type of canned or cured fish. We are especially interested in salted and dried fish of a type suitable for consumption in the tropics. The fish most needed are those that will keep in warm weather without refrigeration. With respect to fish meal, we are not interested at the moment in buying large supplies for Government use but we are vitally interested in this product for animal feeding as a means of increasing domestic production of meat and poultry products."

At the executive session which followed, Charles E. Jackson, Assistant Deputy Coordinator, outlined the requirements of a fishery production program. Later, meetings of regional groups were held for consultants and members of Government staffs for discussing regional production programs and problems.

During the course of the conference 11 regional representatives were named to the Co-ordinator's Office:

Victor J. Samson, Seattle, Wash.	(Wash. and Ore.)
O. E. Sette, San Francisco, Calif.	(Calif.)
W. W. Anderson, New Orleans, La.	(West Gulf)
Dr. A. E. Hopkins, Pensacola, Fla.	(East Gulf)
R. O. Smith, Jacksonville, Fla.	(Fla., Ga. and S.C.)
Dr. H. F. Prytherch, Beaufort, N. C.	(Md., Va. and N.C.)
Wm. C. Neville, New York, N. Y.	(Del., N.J., N.Y., Conn. and R.I.)
Wm. C. Herrington, Boston, Mass.	(Mass., N.H. and Me.)
Dr. John Van Oosten, Ann Arbor, Mich.	(Great Lakes)
C. F. Culler, Minneapolis, Minn.	(Upper Miss. River)
W. Allen, Memphis, Tenn.	(Lower Miss. River)

H. J. Deason was made special assistant to the Deputy Co-ordinator, and a policy and planning committee was appointed to the Office of Co-ordinator, composed of Ward T. Bower, representing Alaskan fisheries; Reginald H. Fiedler, Division of Fisheries Industries; and Milton C. James, Division of Fish Culture.

Don Block was made Chief of a newly created consumer division, while Chas. Alldredge was appointed Director of Information.

Industry-Labor Committees are to be appointed to work with the regional representatives, who will maintain offices at all principal ports. These offices are expected to render assistance on all industry problems and act as liaison offices with other Government agencies involved.

Commenting on the results of the conferences, Ickes announced that production of seafoods this year will reach less than 60 per cent of demand under present conditions.

"Although the Secretary of Agriculture estimates that a minimum catch of seven billion pounds of seafood products will be needed this year to supply the armed forces, our allies, and the civilian needs, the best opinion of the industry is that production will be no more than 3,650,000,000 pounds unless many of the industry's handicaps are removed," Co-ordinator Ickes said.

"It is probably true," he declared, "that our fisheries can produce more food per man hour and per dollar of invested capital than any other element in the food business. In view of this and with the knowledge that we are facing ever increasing demands on our food supply, it seems only reasonable to do everything possible to revive this vital source of supply."

"There are some bright spots," the Co-ordinator pointed out. "The War Manpower Commission has recently issued a bulletin to local draft boards that men with certain skills in the industry are deferable. Vessels are no longer taken over for the armed services without advising with the Co-ordinator of Fisheries, and negotiations are under way for the return of some of the craft."

The Department of Agriculture has requested 7 billion pounds of fishery products for 1943, and ATLANTIC FISHERMAN believes every effort should be made to meet the quota of the Food Distribution Administration.

Higher Preference Ratings Assigned Fishing Boats

UNDER the new Controlled Materials Plan (CMP) of the War Production Board, the priority procedure for the fishing industry has been further simplified and higher ratings have been assigned.

Boat Maintenance and Repair—On all orders placed for materials to be used for maintenance and repair of fishing craft, for delivery after April 1, an automatic priority of AA-1 is available by placing on your purchase order and office copies, the following endorsement:

"CMP allotment symbol MRO—(P order No.).

The undersigned certifies, subject to the criminal penalties for misrepresentation contained in section 35 (A) of the United States Criminal Code, that the controlled materials covered by this order are required for essential maintenance, repair or operating supplies, to be used for a purpose listed in Schedule I or Schedule II of CMP Regulation No. 5 and that delivery thereof will not result in a violation of the quantity restrictions contained in paragraph (f) of said regulation."

The preceding certification shall be signed manually or as provided in Priorities Regulation No. 7. Accurate and separate records should be kept for official inspection at any time.

The reference to Schedule I in CMP Regulation No. 5 covers the definition of maintenance as meaning minimum upkeep to insure sound working condition, and repair as meaning restoration to good condition following unfitness caused by wear, damage, failure, etc. Schedule II refers to operating supplies, which are designated as materials or products normally carried for this purpose.

The quantity restriction clause (f) limits the amount of such equipment and supplies obtainable under this allotment symbol in any calendar quarter, to 1/4 of the aggregate expenditures during the year 1942, except in case of seasonal business, whereby total expenditures for a quarter can equal that of the corresponding period in 1942.

Building An Inventory—A new PD-300 form has been provided for buying critical materials for the purpose of building an inventory in order to fill emergency needs for maintenance and repair work from stock on hand. This form is available to fleet owners and operators, marine supply houses, machine shops, boat yards, etc. Users of this form can secure preference ratings as high as AA-1.

Application for using form PD-300 must be made through Priority Section, Production Division of Maritime Commission, Washington, D. C. In emergencies, an applicant can telegraph his needs.

New Construction—In building new boats, it is advisable to use Form PD1-A, one of which must be filled out by the builder to cover construction materials, and another to be used by the owner in applying for priorities on the engine and other equipment.

The PD1-A Forms have been revised and simplified, and can be filed at District WPB offices. However, except in cases of applications with limited valuation, the forms must be forwarded to WPB in Washington for processing. Preference ratings as high as AA-1 can be given to applications for new construction.

In spite of all efforts to date, the catch of fish is not sufficient, which brings us face to face with the fact that in order to catch more fish we must have more boats, men and equipment, or their equivalent. No program will catch more fish without these three essentials.

We have fishermen who know how to catch fish, who know where these fish are, and who need no instructions regarding means and methods of harvesting our bounteous crops of the sea. But these fishermen do need boats and equipment and replacement parts to keep them in operation.

We know that the volume of fish production will not increase, unless the powers in control of the fishing industry do as the Department of Agriculture has done for the farmers of the soil, and provide the farmers of the sea with necessary facilities.

Systematic Battery Care Aboard Ship

C. H. Endress, Willard Storage Battery
Engineer, Outlines Maintenance Program

ONE of the most important, but often overlooked, elements in fishing boat maintenance is battery care. Not only production, but lives of captain and crew, may depend on the efficient operation of storage batteries in an emergency.

Your storage batteries need preventive maintenance just like any other machine, for a battery is a machine. It does not store electricity; it manufactures it through chemical action. When a battery is charged, the electrical energy put into it is changed to a chemical energy. When the battery is discharged, this chemical energy is changed back into electrical energy.

A battery is a chemical machine that works all the time. It discharges at a slow rate even when not in use.

Most Efficient When Fully Charged

A battery works best when it is kept properly charged. It works under a serious handicap when it is either undercharged or overcharged.

The only safe way to keep a battery properly charged is to check it regularly—at least every 30 days—and to recharge it when the specific gravity falls below the level recommended by the manufacturer. A battery allowed to remain too long in an undercharged condition is likely to be permanently damaged beyond the point where it can ever again hold a charge.

Overcharging must also be carefully guarded against. In fact, premature failure of batteries on fishing boats is generally caused by overcharging, or charging at too high a rate.

Overcharging causes excessive gassing, with the resultant danger of damage from acid spray. It also causes excessive heat, which is harmful to plates and separators. Grids in positive plates may disintegrate and buckle, separators become charred and brittle. Negative plates expand, and may become granular. Buckling of the plates may cause a short circuit through the separators, ruining the battery. The container itself may be bulged. Figure I shows the appearance of a plate ruined by excessive overcharge.

Perhaps the most obvious external symptom of excessive overcharge is rapid, chronic loss of water and the need for frequent refilling to maintain the proper level. Always regard a chronically low water line as a danger signal. See Figure II.

Damage due to excessive overcharge can be prevented if the cause is corrected in time. This can be done by adjusting or repairing the voltage regulator, or by adjusting the generator to cut down the rate at which electrical energy is fed into the battery.

Regular Battery Inspection Is Vital

Batteries can best be kept at peak operating efficiency through a planned program of frequent, regular battery inspection. Inspections should be made regularly—at least every 30 days. To be fully effective, a battery maintenance program should include the points listed below. This check list will

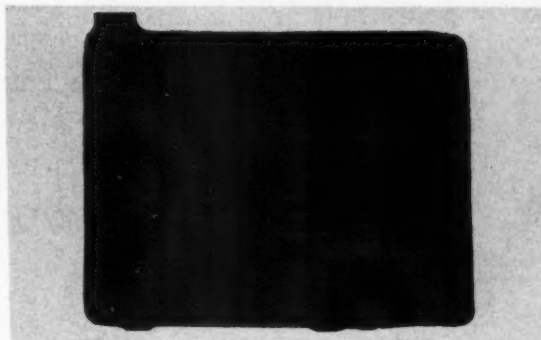


Fig. I. Plate damaged by excessive over-charge.

prove helpful as a guide for each regular 30-day battery inspection:

1. Check specific gravity with a hydrometer at least once a month. If the reading, corrected for temperature, shows specific gravity to be below the minimum limit recommended for the battery by its manufacturer, recharge immediately. If the reading indicates that the battery is being overcharged, repair or adjust the voltage regulator, or adjust the generator, to reduce charging rate.
2. Check level of battery electrolyte; it should be no higher above the tops of the separators than indicated by the manufacturer's specifications. Batteries that are frequently dry indicate trouble. The voltage regulator may be set too high, or the battery may be leaking and in need of repair or of replacement. Guard against overfilling, which may result in forcing electrolyte out through vent plugs by the gassing and surging that always takes place in an active battery. The resulting acid spray has a damaging effect on vital electrical and other parts with which it comes in contact. (Many Willard Marine Batteries are equipped with the patented Willard Safety-Fill construction, which prevents overfilling and guards against resultant acid spray.)
3. Make sure that the battery and battery compartment are clean and tight. Clean terminals and posts with a wire brush and a solution of baking soda and water. Be careful that none of the soda solution gets into the battery. Cover terminals with a thin coating of vaseline to prevent corrosion.
4. Make sure that the electrical system is carefully and adequately wired in order to prevent unnecessary electrical losses. All leads should be protected. Necessary splices should be carefully soldered and thoroughly insulated. Wiring should be heavy enough to carry the maximum current required. Undersize cables are a frequent cause of poor engine starting, especially with Diesels.

Battery conservation is much easier if batteries are installed where they can be easily reached for regular service. They should be located in a well ventilated space where they are readily accessible for hydrometer testing and filling, and where it is reasonably cool, for batteries self-discharge faster in warmer temperatures.

Proper battery care is not difficult, nor does it require a great deal of time. One man can easily keep regular check on all the batteries aboard without interfering with his other duties.

Through such a regular, systematic and thorough battery conservation program, ship owners and operators will increase efficiency and decrease overhead by guarding against premature battery failure.

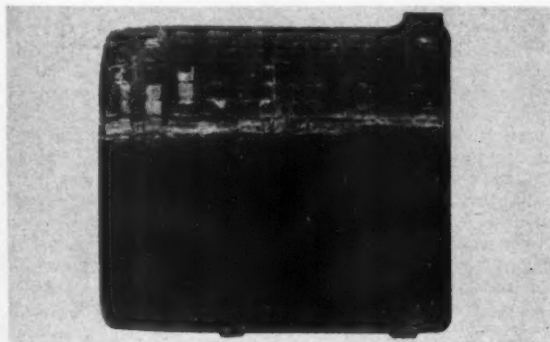


Fig. II. Plate damaged by lack of water.

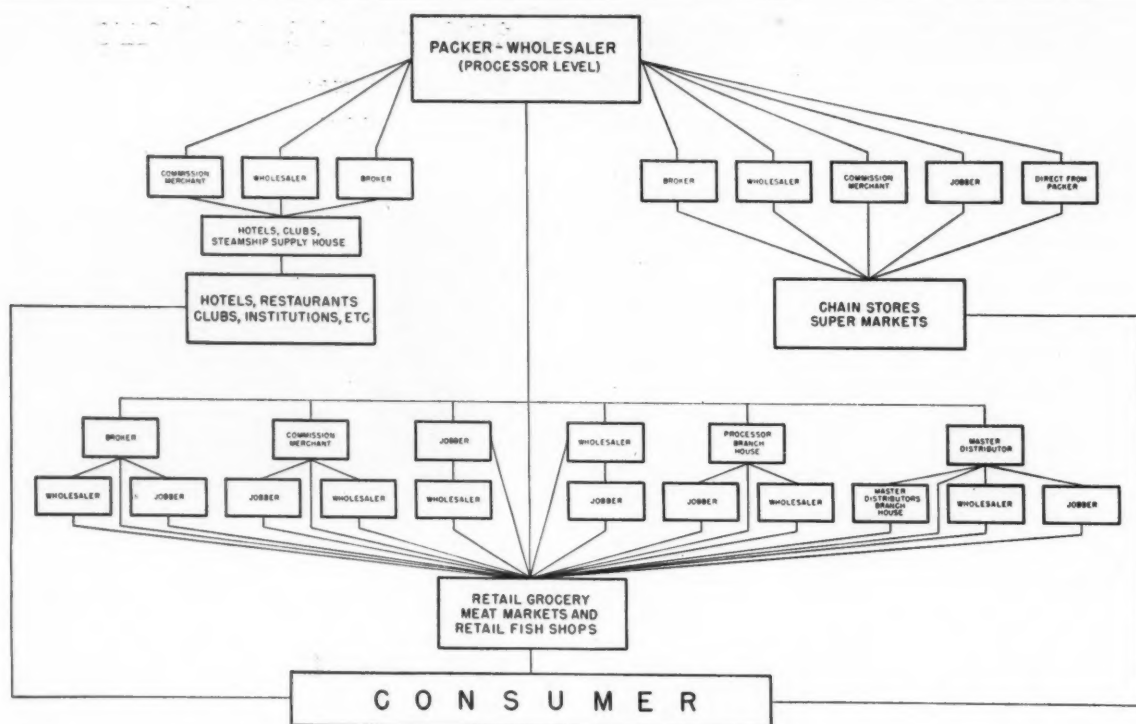


Diagram prepared by the Fish Section of the Office of Price Administration, showing the many channels of distribution of frozen fish. When one considers that there are 162 varieties of fish produced, anyone of which may be distributed through the numerous above channels, the complexity of establishing fixed prices for the fishing industry is readily apparent.

Commercial Fishing Designated As Essential Occupation

IN Occupational Bulletin No. 18, amended and effective February 20, 1943, the War Manpower Commission certified that commercial fishing is an activity essential to the support of the war effort.

Following is the list of critical occupations in commercial fishing, all which require six months or more of training and preparation, and which are eligible for deferment:

Fishing vessel captain; mate; chief and second engineer; cook.

All around fishermen, including those who are by training and experience capable of performing all fishing operations or using one or several kinds of fishing gear, and who can perform requisite construction, repair, and maintenance of such gear. It does not include those workers performing only one or a few of the lesser, routine tasks with various fishing operations, and does not include casual fishermen as such.

Maintenance mechanic; stationary engineer; webbing foreman; pile driver operator, barge operated.

Cost accountant; biologist; chemist; oyster culturist.

Boat Rations to be Increased

FOLLOWING threatened tie-ups of fishing vessels at several ports because of meager rationed food allowances, representatives of the industry have secured assurances from Washington for adequate supplies. It was pointed out that because of their strenuous work, fishermen must have extra large diets.

Under the original rationing program, fishing boats were classed as institutional users, and as such were cut up to 80 percent on canned goods, and were reduced from 150 to 25 lbs. of sugar and from 38 to 10 lbs. of coffee per month.

Only 2 2/3 oz. of processed foods were obtainable per man per day.

The OPA has agreed that a ration of 1.6 lbs. per person per day was at present allowable to fishermen from local rationing boards. It is expected that within a short time arrangements will be made whereby allocation of total poundage of 6.85 lbs. per day per man will be available for fishermen under some provision through local boards. This amount is now available to vessels engaged in coastwise shipping, although they must utilize the Customs Department to procure rations.

Oyster Convention Dates Set for June 3-4

AT a meeting held March 15 in Philadelphia, the officers and directors of The Oyster Institute of North America gave approval of the Institute program for 1943-44, its eleventh consecutive year.

It was decided to hold the Annual Oyster Convention on Wednesday and Thursday, June 2 and 3, at the Benjamin Franklin Hotel, Philadelphia.

In a report of business matters discussed, the Institute Director, Dr. Lewis Radcliffe, stated that full co-operation of the membership was pledged in securing passage of bills which would transfer commercial fisheries from the Department of Interior to the Department of Agriculture.

The urgent need was expressed of seeking more liberal interpretation of rationing orders with respect to purchase of coffee, sugar, and processed foods for use on fishing boats. Among other topics considered were the manpower situation, containers for the next season, boxes for seafood, cross hauling and price ceilings.

Two new directors were named to the Institute: John D. Jastremski, Pelican Lake Oyster and Packing Company of Houma, La.; and John Mavar, Jr., Mavar Shrimp and Oyster Co., Ltd., of Biloxi, Miss.

Left, the 50' "Trimembral" owned by Capt. Joseph Virgilio and recently converted from lobster smack to dragger, equipped with 80 hp. Fairbanks-Morse Diesel, Hathaway winch, and Linen Thread twine. Right, "Elizabeth A." owned by Capt. Vito Locrico, which is equipped with a 120 hp. Superior Diesel and Hathaway winch.



Massachusetts Has Three Vessels Returned by Government

THE Navy has ordered the return to fishing of the 90-ft. Gloucester dragger *Alvan T. Fuller*, which was chartered for war purposes last June. This follows the recent return of the New Bedford fisherman *Barbara* and the dragger *Rainbow* of Boston.

Officials intimated that several other chartered wooden draggers under 100 ft. might be placed back in fishing service soon. Trawlers and draggers purchased by the Government will not be returned.

The *Alvan T. Fuller*, owned by Philip P. Manta of Boston, will be commanded by her former skipper, Capt. Joseph Cruz of Gloucester, as soon as she is re-equipped. This boat was a good producer and should be able to catch 2½ million pounds in a year.

The 65-ft. *Barbara*, to be skippered by Capt. Malcolm Peterson, is being reconditioned at Gloucester.

Expect Big Mackerel Year

Leaders of the mackerel seining fleet think there may be a 50 percent increase in the number of boats operating. Good prices are anticipated.



The "Clarence B. Mitchell" owned by Capt. Jerome Palazola, Boston, Mass., has a 100 hp., 4-cylinder, 4-cycle Wolverine Diesel engine.

The *Gertrude DeCosta*, now being overhauled, is expected to be one of the first to sail, about April 1. She will be commanded by Capt. Joe Leavitt.

Fishermen Lost Three Days

Two Boston fishermen, Salvatore Longo and Lodvico Vatiando, who rowed three days in an open dory after becoming separated from their boat *Savoia*, reached shore safely, landing at the Boon Island Coast Guard station, York, Me. They were without food or water for three days and suffered greatly from exposure.

Record Trips Continue

Big trips continue to be the talk of the Massachusetts waterfront. Stock and share records continue to edge upward. On the 11th of this month, the Boston trawler *Newton*, Capt. Richard Dobbins, had the top stock of \$30,000 for a 190,000-pound trip, which shared \$850.

The next highest stock, \$29,100, was made by the trawler *Wm. J. O'Brien*, Capt. Leo Doucette, with share of \$799.

Third in line is the *Cormorant*, Capt. Iver Carlson, which recently brought in 180,000 lbs., giving her a stock of \$27,793 and share of \$760.

In two months' time, the *Cormorant* has produced 1,236,000 lbs. of fish in 9 trips, with total stock of \$149,000 and crew share of \$3,957.

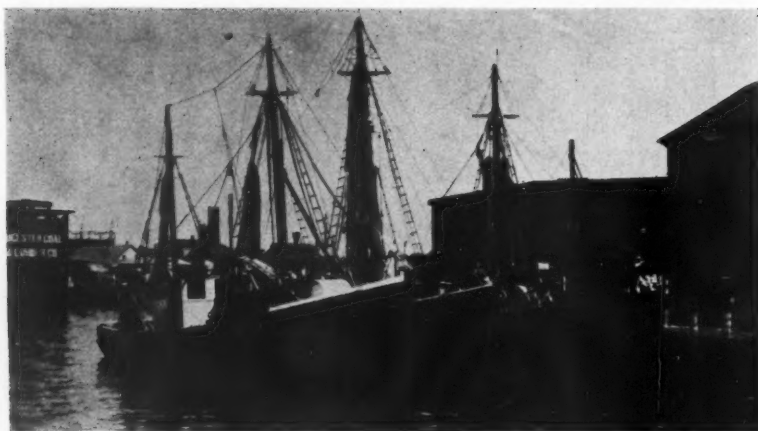
Credit for the biggest share, however, goes to Capt. Matthew Sears of the new dragger *Columbia*, on which each crew member shared \$1,151 for a 173,000-lb. catch landed early in the month, which grossed \$22,333. In the 49 days since she started her career, this vessel stocked \$74,903, with each man sharing \$3,545.

Massachusetts Fisheries Association Election

At the recent organization of the Board of Directors of the Massachusetts Fisheries Association, Inc., a resolution was passed pledging "the Association to continue to do everything possible to aid in the war effort, to conduct business in such a manner that maximum production of high-quality seafoods obtain, and in every way to assist in the introduction and utilization of species of fish which heretofore had not reached the consuming public".

A discussion of methods of doing this led to instruction to the Executive Vice President to continue in the Association's endeavor to secure replacement of production equipment at the earliest possible date consistent with the conduct of the war.

The following officers were elected to serve for the year: John A. Fulham, President; Joel J. Lamere, Vice President; Hugh J. O'Brien, Secretary; Walter S. Hallett, Treasurer; Samuel Grueby, Assistant Treasurer; and Edward H. Cooley, Executive Vice President.



Three draggers of the Gloucester, Mass., fleet, showing from left to right, the "Natale III", Capt. Anthony Linguata, powered with a 200 hp. Atlas Diesel; the "Salvatore", Capt. Sam Nicastro, powered with a 180 hp. Cooper-Bessemer Diesel; and the "Salvatore & Rosalie", Capt. Frank Frontiero, powered with a 120 hp. Cooper-Bessemer.

Maine Expects Aid To Insure Production

By John Gould

AS March came in like a lamb the fishermen along the coast of Maine were a little more cheerful. Several war-time difficulties had been ironed out. At least promise of ironing-out had been made. Sea and Shore Fisheries Commissioner Arthur R. Greenleaf had received official word that local draft boards had been instructed to lay off the fisheries and food processing plants. He had been waging a sort of one-man battle on this score, keeping the Maine delegation in Washington on the job. The earlier regulations had exempted fishing boat skippers, fish culturalists and inspectors—which didn't leave anyone to do the fishing. The Maine fishermen were showing a great reluctance to rigging for the 1943 season until they learned just how they stood.

Maine fisheries were mighty shorthanded at the end of the year. The fish landings accumulated a percentage of deficiency as 1942 advanced.

Hopeful of Getting Supplies

Some of the deficiency is due to shortage of gear and supplies. So fishermen were more cheerful when Commissioner Greenleaf got a letter from Co-ordinator of Fisheries Harold L. Ickes with a sort of promise that he would look into that. A man can get a priority order all right, but that doesn't mean he can get what the order calls for. If Ickes can iron out that one, he'll kindle a little respect among down-East Republicans, who haven't been kindling worth a cent lately toward the Department of the Interior request for a 46% increase in production in 1943.

Lobsters Called Staple Food

Another thing that pleased was official news that lobsters are now classed as a staple food. The lobster, Maine's finest sea-food product, always was classed as a luxury—and as far as price goes still is. But under the war-time food program, a lobster is food, and technically rates along with herring, cusk, clams, or haddock. This is a load off the minds of everyone. Maine has trembled lest some officious official who knew nothing of the economy of Maine call upon lobstermen to convert to other forms of fishing. Commissioner Greenleaf finally got word from Senator Brewster that lobsters are as much desired as any food fish.

Army Takes Over Portland Wharf

On March first the United States Army took over Custom House Wharf at Portland—one of Portland's busiest and best. Chief tenant is the Portland Fish Company, an outfit able to handle any size catch—fresh, salted, canned, or frozen. It operates nine draggers, with crews averaging 75 men.

There is some hope the Army may be prevailed upon to let this Company and the Trefethen lobster outfit stay where they are, but this remains to be seen. Another tenant is the Williams Brothers machine shop, considered essential to the fisheries because of the work they do on boats.

Mussels Well Received

Mussels, long ignored as a commercial foodfish, seem to be "taking" well. Publicity and promotion successes are astonishing the Maine Development Commission, and it looks as if mussels will be a good penny. Between now and alewife time a number of cannery plans to put up all they can get.

Sea Urchins Get Recognition

Lately, the sea urchin has grown in popularity, and has become an important aspect of the Maine fisheries. It is a spiny, green bottom creature that looks like a well-stocked pin-cushion or a horse-chestnut burr. Certain sections of the coast are so infested with sea urchins that they can be shoveled into dories. Almost anywhere a man can rake off a pay-crop in a couple of hours a day. They weigh up to 70 pounds to the bushel, and bring at least a cent a pound—sometimes as high as \$1.50 a bushel. They are sold through commission merchants in New York, occasionally other cities.

The Boothbay area ships tons of them annually. Their roe-like flesh is orange colored, and they taste sweetish. They are usually eaten raw, similar to oysters.

The urchins, each about the size of an apple, are packed in baskets and crates without any of the care used with other fish. The men just shovel them in and nail on a cover.



The "Stag", 54' 6" long, and alongside her, the "Oquirrh", sardine carriers of the Ramsdell Packing Co., Rockland, Me. The "Stag", Capt. Arthur Matthews, has an 80 hp. Caterpillar Diesel engine, and the "Oquirrh", Capt. Wm. Howell, a 55 hp. Wolverine Diesel.

Great Lakes Ready for Big Smelt Run

GREAT hordes of Great Lakes smelt soon will invade the streams of the Green Bay territory of Wisconsin and Michigan. In the past few years, this fish has multiplied rapidly, and now supplies an immense quantity of protein food to augment the Nation's war food larder. Winter-caught smelt have been on the markets for some time, but with the arrival of the Spring run supply will be greatly increased.

In rivers such as the Oconto, Menominee, Pensaukee, Cedar, Ford, Day's, Escanaba, smelt appear in great numbers to spawn and return to the lake.

Small scoop nets are ordinarily used when fishing from the bank, but in larger streams some of the fishing is conducted with blankets or dip nets from boats or rafts anchored at spots where the smelt pass in greatest numbers.

While the Green Bay territory produces more smelt than any other region, these fish are found in other areas as widely scattered as the western end of Lake Superior and the eastern end of Lake Erie. They run in many streams of the lower peninsula of Michigan, from both Lake Michigan and from Lake Huron. Perhaps 10,000,000 pounds is a normal harvest of these fish, with more than half coming from the Green Bay territory, extending from Green Bay, Wisconsin, to the region of Rapid River, Michigan.

Increased Activity at Racine

The number of tugs operating out of the Racine, Wis., harbor has increased to eight.

Tugs which operated out of Racine during the Winter months included the *Peggy Marie*, captained by Bill Traeger, which is expected to head for Grand Marais, Mich., this Spring; Matt Jensen's *Jackie J.* is slated to go to Alpena; and Art Weaver's *Pelican* to Bailey's Harbor.

The *McDonald*, operated by Ray McDonald; the *Viking*, owned and operated by Jim Anderson and Charles Wood, and the *Rambler*, captained by Walter Barzditis and owned by the Pulda Fish Co., will remain at Racine throughout the Spring and Summer. Dean of the fishing tug men at the port is Irvin Pulda, who has operated for 25 years.

One other fishing boat, the *Rosemary*, was crippled recently by an explosion. This boat and the *Cheerio* were expected to be out of service for some time awaiting repair parts.

Protest Increase in Perch Size Limit

The Green Bay Fishermen's Protective Association has protested the recent order of the State Conservation Commission proposing to advance the legal size limit of perch in Green Bay waters from 7½ inches to 8 inches July 1.

Virginia Makes Appropriation For Oyster Repletion

THE Virginia Commission of Fisheries decided upon the tentative appropriation of \$17,000 for the repletion of oyster rocks, at its recent monthly meeting in Newport News.

The appropriation for repletion will be divided proportionately among four sections including the James River and the Hampton Roads area; the Rappahannock, the Potomac and Great Wicomico area; the York, Mobjack Bay and Piankatank area; and the Eastern Shore area.

A study is being made on the desirability of planting seed or shell oysters, to be determined by price and by availability under war conditions, officials reported.

A report was given on the program of the three hatcheries operated by the commission, and located on the Chickahominy, the Mattaponi and the Pamunkey rivers.

According to information brought to the meeting, a marked increase in the shad catch is indicated.



The Rockland, Me., 47' dragger "Helen Mae", owned by its skipper, Capt. Maynard Lammi, and Robert Anderson. She has a capacity of 14,000 lbs. and speed of 9 mph. Equipped with 6 cyl. Buda Diesel, with 2:1 reduction gear, and Hyde propeller.

Florida Shark Fishery Producing Edible Cuts

THE tigers of the sea off St. Lucie Inlet—once caught only for their hides and oil, are now eagerly sought for food by the Salerno Shark Fishery at Stuart.

The shark industry is now centering on food production. Because of the great labor shortage, which has made it practically impossible to secure flayers, the hides are not being saved, but the Salerno Fishery is putting all its efforts into meeting a request for 25,000 pounds of salted and dried fillets.

These choice cuts of the shark are packed in salt in 25-pound boxes, and are said to resemble dried codfish in taste.

In addition to the order being dried for sale as "deep sea shark fillets," the firm is attempting to fill an order for 20 barrels per day of steaked and iced shark meat.

Thus far, only one boat is operating, the *Vigilant*, Capt. Charles Anderson, but the sharks are reported so plentiful offshore that this craft accounted for 286 sharks in a recent week.

Besides furnishing thousands of pounds of edible food, the shark industry is increasing the supply of food fish by eliminating the sharks, which prey on schools of edible fish.

Seek to Raise Sponge Prices

Florida sponge producers have made a third effort to raise ceiling prices on natural sponges, claiming that wartime restrictions on the movement of the sponge fleet entails many extra costs which had not been taken into consideration.

Big Day's Catch

At St. Petersburg, one day's fishing by the crew working with Castell Sawyer weighed in 36,706 pounds of fish at Harry Mann's fish house in Clam Bayou. During the day 53,195 pounds were landed, including mullet and a few trout and redfish.

Quinn Discusses Menhaden for Food

Plant managers of the Quinn Menhaden Fisheries, one of the largest fish reduction firms, recently met in Fernandina with Wallace Quinn, Company head, to discuss the relation of the industry with the war effort.

The lowly menhaden, once thought of as fertilizer and smell, is now coming to the front as one of our edible fish. It is said that the pack will be attractive and the product palatable. Menhaden will be marketed as "silver herring" and they are declared to have a food value higher than mackerel. Thousands of cases will soon be available for Lend-Lease.

Texas Is Busy With Spring Shrimping

APPROXIMATELY 200 shrimp trawlers are now operating in the Aransas Pass area, comprising the waters of Aransas and Corpus Christi bays, since the Spring shrimping season in inland salt waters began March 1. Most of these boats are limited to a skipper and a deckhand for a crew due to wartime labor shortages.

This area led the other districts in shrimp and oyster production in bay fishing waters on the Texas coast last year, taking 6,018,481 pounds of shrimp and 208,642 pounds of oysters. Closed seasons in bay waters for shrimping are in force during two periods each year, from July 15 to August 31 and December 15 to March 1. During that time all shrimping is limited to the Gulf fishing areas. Galveston led in the fish and shrimp production in the Gulf areas last year with 851,107 pounds of fish and 4,253,836 pounds of shrimp.

All of the Texas areas, namely, Laguna, Aransas, Matagorda, and Galveston took 22,632,517 pounds of marine food products last year. The largest catches were made in October, November, and May.

Laguna Madre Is Coming Back

Upper Laguna and Madre and Baffin's Bay, along the Southern half of Texas' coast, has produced few fish in recent years due to the high saline content of these waters. Such a marked improvement has been noticeable recently, however, that it has become necessary for the State to carry on additional patrol work in that section. Resumption of production there is being enthusiastically accepted by local commercial fishermen, since the Laguna area, despite this difficulty in the upper portion of the district, took 141,050 pounds of fish and 1,428,086 pounds of shrimp last year. Drum, trout and redfish continued to be the principal fish caught.

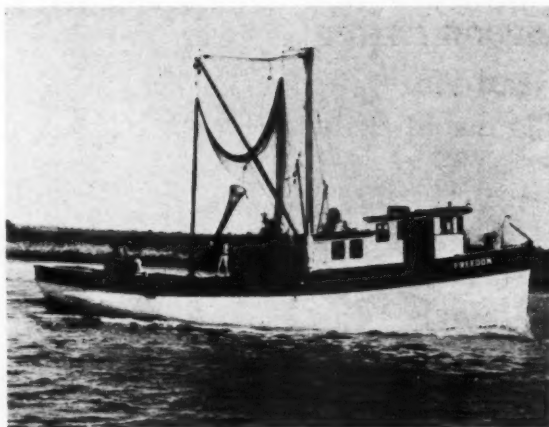
Texas Oyster Production Decreases

The oyster's rapid disappearance in inland salt waters along the Texas Gulf Coast is probably the greatest concern of oystermen and shellfish authorities in the State at the present time.

Oyster bottoms, which sixteen years ago supplied considerable quantities of oysters, have become exhausted. The oysters taken on the Texas coast last year totalled 664,404 pounds, or a drop of almost fifty per cent over the preceding twelve-months' period. A feeling of concern seems justified.



The 45' x 15' x 5' shrimp trawler, "J.T." of Ingleside, Texas, owned by A. C. Moore and captained by Elmer Criddle. Powered with a 100 hp. gasoline engine turning a 26" x 26" Columbian propeller through a 2:1 reduction gear. Equipped with Columbian cordage, Linen Thread nets, Exide batteries, Stroudsburg 3-drum hoist. Her capacity is 28,000 lbs.



The 76' x 21' x 6' shrimper "Freedom" owned by John Santos of Patterson, La., powered with a Model ME 133, 6 cyl., 5 3/4 x 6 1/2, 1200 rpm. Murphy Diesel, which drives a 46 x 32 wheel through a 3:1 reduction gear at 400 revolutions to give a boat speed of 10 mph.

Authorities seem to agree that the most trouble is being caused by prolonged exposure of the oysters to fresh river water which floods the bays following heavy rains. Improvements of local harbors and bays are contemplated which will permit a more rapid discharge of fresh water through the bays and into the Gulf. This in turn will improve the condition of the reefs. It was for this purpose that a pass has been cut at Cedar Bayou between Matagorda and St. Joseph Islands. This channel has already helped to increase the salinity of the water in Mesquite Bay and surrounding area, which has a well-established reputation as producing a large part of the best oysters of the Texas coast.

Aransas Pass Boats Re-powered

Capt. Charles Charnetski has installed a Model "130" Chris-Craft marine engine in his 35-foot trawler, *Silver Moon*.

Capt. Joe Massi has repowered his *Mildred Fisher*, 36-foot trawler, as well as his *Hudson*. His 42-foot boat, *Joe*, is powered with a 4-cylinder Lathrop engine.

Boats Purchased

Ben Si. Collins and James Eastman, Aransas Pass, have purchased *Miss Texas*, 38' 6" x 12' x 3' 6". This boat is powered with a 6-cylinder Lathrop marine gas engine turning a 30" x 26" Hyde wheel. Capt. M. N. Starcich was the former owner.

Capt. Tony Tamburin has sold his *Alberto*, 36-foot trawler, to Jack Bates, Aransas Pass. Capt. Tamburin will pilot his *Ethel K.*, 39', which is powered with a Model "99" Gray marine gasoline motor; 2.5:1 reduction gear.

Skipper Changes

John McCormack will operate the trawler, *Estelle*, for the Western Shell Fish Company, Aransas Pass.

Frank Upton is skipper during the Spring shrimp run on trawler *Lawrence S.*, owned by Two Bros., Old Ingleside. This boat is 56' x 16' x 3' 6" and is powered with an 80 hp. 6-cylinder Lathrop gas engine.

E. L. Hinsley is skipper on *Alberto*, owned by Jack Bates of Aransas Pass.

Gulf February Output Up

SEVERAL classifications of fishery products produced in Alabama, Louisiana and Texas showed increase during February. There were 4,611 barrels of shrimp for canning compared to 3,923 a year ago, and 10,745 for other purposes in contrast to 2,926.

Oysters for canning totaled 133,184 barrels compared to 126,036 in February, 1942, while those produced for other purposes jumped from 31,733 to 39,716.

Salt water fish output in February was 601,320 lbs. compared to 469,990 a year ago. Fresh water production rose from 22,800 to 38,180.

Maryland Shad Fishery Opens With Good Prices

THE shad and herring season opened in the Maryland waters of the Chesapeake Bay, on March 1st and will continue through June 1st, although the season is really over by the 1st of May. More money has been made from herring, in the last few years, than on shad. Two of the formerly despised species of fish, herring and croakers, are now the money fish of the watermen and dealers.

The fishing season opened up with the highest prices ever known. The fishermen should have the best season ever. Shad sold in the wholesale market in Crisfield for 50c a pound, herring, 8c a piece, rock for 25c a pound, croakers, 15c a pound.

Lloyd Riffin of the firm of Ralph Riffin & Bro., of Crisfield, recently invented a machine to split herring and another to remove the bones for canning. A move is under way to can herring on a large scale, in Crisfield.

Overfishing Cause of Shad Depletion

The yield of shad, one of the most important food fishes of the Chesapeake Bay, has decreased, since the turn of the century, to less than one-seventh of the former production of 15,000,000 pounds.

Artificial propagation has not stemmed depletion. Hydrographic, pollution, biological, and statistical studies have eliminated the various causes held by fishermen to be responsible for this decline except for a single item—overfishing, with the consequent excessive drain on the broad reserve.

Researches of the Fish and Wildlife Service and of the Chesapeake Biological Laboratory indicate that not more than 60 per cent of the spawners should be taken by the fishery, regardless of year class, if an ample brood stock is to be maintained. Tagging records and scale studies show the catch to be approximately 90 per cent of the entire population.

To Control Fishing Intensity

In an attempt to reduce the fishing intensity, legislation recently was enacted in Maryland. The new legislation gives to the Department of Tidewater Fisheries the power to refuse all applications for licenses from those persons who did not hold permits to fish during 1940 and 1941. Furthermore, the operators are required to make available to the fishery investigators periodic, accurate reports on season, locality, type of gear, and amount (weight) of the catches. This data is of extreme importance in the determination of brood reserve and consequent control of the extent of capture.

Reappoint Fisheries Department Members

The three members of the Department of Tidewater Fisheries, formerly the Conservation Commission, were re-appointed, February 25th. They are: Edwin Warfield, Chairman; George T. Harrison of Tilghman, Talbot County and Allen A. Sollers of Benedict, Charles County.

Sponge Crab Bill Introduced

A bill has been introduced into the Maryland Legislature to appropriate \$5,000 to purchase female or sponge crabs to be placed into the waters of Tangier and Pocomoke Sounds for spawning purposes by State Senator L. Elwood Dize of Crisfield. This experiment was tried last year and was declared a success by the crabbers but met opposition from the members of Chesapeake Biological Laboratory, who say, that not a sufficient number of spawn live to justify the experiment.

This is a question of difference of opinion between the crabbers and scientists. Senator Dize and several Crisfield business men donated the money for the buying of the sponge crabs last year, and there certainly was an increase in the crab supply.

A few years ago a number of crab dredgers made a good season dredging crabs during the winter months, until a law was passed prohibiting catching of crabs from November 1st until May 1st. Yet the scientists say crabs migrate to the Capes. No doubt the large bulk do, but not all.

State Senator L. Elwood Dize of Crisfield, Md., who recently introduced a bill for the purchase of sponge crabs for spawning purposes.



Crab Industry Bill Passed by House

The Conservation Bill giving the Department of Tidewater Fisheries full power to regulate the crabbing industry in Maryland passed the lower House at Annapolis March 10.

The Bill gives Maryland conservation authorities the same powers possessed by the Virginia Commission of Fisheries, and thus permits Maryland to bargain with Virginia over legislation and regulation for the betterment of the crab industry.

South Carolina Packing Catfish

THE Jaggars Fish Company of Greencove Springs, Fla., opened a fish dressing and packing plant in Columbia, at the old Leary fish house.

The company deals only in catfish, according to R. K. Jaggars, owner, who is at the present time in charge of the plant here. The fish will be purchased, dressed and iced for shipment to mid-West markets.

Jaggars, who is from Missouri and has been operating a plant of this type in Florida for several years, says that he plans to buy catfish in all the Carolina coastal counties this Spring and prepare them at the Columbia plant for shipment. About 20 persons will be employed.

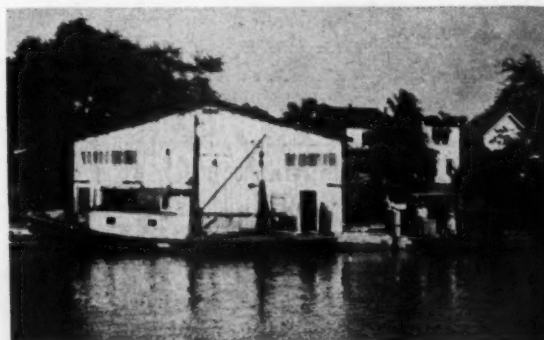
Would Permit Nets in Streams

Senator W. Brantley Harvey, of Beaufort, has introduced a joint resolution in the Senate which would suspend for the duration a law prohibiting staked nets, seines and wire fences placed across streams.

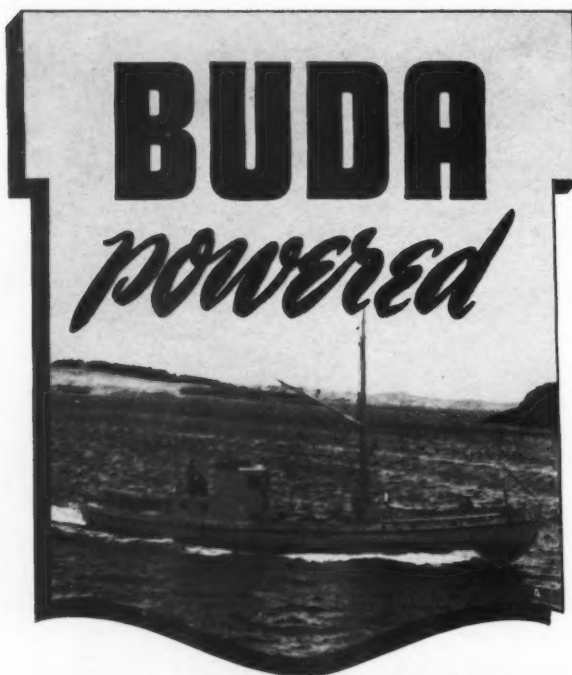
Asks Relaxing of Shad Law

Rep. James B. Morrison of Georgetown has introduced a joint resolution in the House to relax State laws controlling shad fishing.

The State law prohibits shad fishing during the week-ends. The resolution would permit fishing on any day of the week during the open season, thus providing more incentive for fishermen to stay fishing.



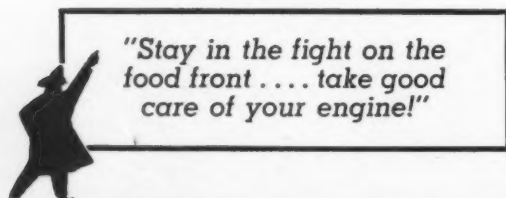
The 40' "J. R. Dixon" at the plant of The Simpkins Fish Co., Georgetown, S. C. She is one of nine boats operated by the Company.



TO HELP *Keep 'em Eating*

REPOWERED with a BUDA 80 h.p. Diesel, the sardine carrier "Irma" is back on her vital job with plenty of "pep" and staying power. Her new engine swings a 38 x 28 propeller at 420 r.p.m. through a 3:1 reduction gear to give her a speed of 10.2 knots. The smooth, vibration-free flow of power of her Buda Diesel will be "on tap" season after season to assure more working days, with fewer hours tied up for engine repairs, because long, trouble-free life is built into every Buda Diesel.

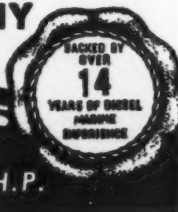
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Vineyard Weather Severe

By J. C. Allen

IT is not human nature, as it seems to us, for a man to wish that time would log any extra knots as he grows older.

Rather, it would seem as if he might wish that someone would heave the draw-bucket over the quarter with a couple of hitches of the lanyard around a bitt, and slow things down a mite. But so help us Saint Peter, we have wished that February would hurry up and go to leeward ever since the blasted month started! Now that it has dropped out of sight in the wake, we are glad, because we know cussed well that whatever lays ahead can't last too long or be too devilish tough.

If there was ever a time since Cap'n Jack Cabot baited the first cod-hook in Boston Bay, that a sea-skimmer earned his salt, it was in that same month of February. Gales, ice, snow, more gales, more ice and more snow and cold spells that froze the whiskers right off a man's chin; that was the program, repeated over and over.

From all appearances, there are plenty of fish on the grounds. True, they have been shaken up somewhat, and hove off schedule more or less. The cod and haddock have shifted back and forth and the flounders have started to run and then gone back into the mud or worked offshore, according to the habits of such fish. But every time the gang has had half a chance to set the gear, they have taken fish and plenty of 'em. The only trouble was that they got blown out of water, iced up, or had the gear freeze as stiff as a stanchion before they could dump the bag! Under such circumstance, even the best of fishing can't tempt a man to lay on the off-shore tack very long, and that's no cockeyed lie.

Sea Scallops Surpass Bays

Unnatural conditions, due to the war, to some extent, to the weather and changing economic conditions, plus the improved system of distribution, all contributed to bring about a circumstance that we never used to expect to see, but which we have predicted for the past few years. Sea scallops brought a better price than bays, \$1.65 better, to be exact. It didn't last long, and we didn't expect it would, but the thing will happen again, without a doubt.

We can't recall, whether it was the second or third spell of the weather that drove the pugs into the mud, but we know that this was the one that brought the heaviest fall of snow. Only it wasn't real snow, but almost solid ice. It stove half a dozen roofs right in, filled the cockpits of catboats and settled 'em below their scuppers, so that they filled and sunk at the moorings. It was a lousy spell of weather, and no blasted error!

That was just about the size of it all, throughout the month. There was more of the same, at intervals, some almost as tough and some not quite. The entire period brought us the one and only day for the winter that felt like spring, and all hands rejoiced and started to haul off extra mackinaws. Then by Godfrey, the temperature dropped twenty degrees in three hours, to ten below zero, and raised the devil with all hands except the ice-men. But, the gang will be glad to know that there is some ice stowed away, along toward July.

If, however, anyone thinks that the Vineyard sea-skimmers are discouraged by all this, they have another think coming! As a matter of fact, things are picking up alongshore. Cap'n Herb Flanders and Ralph Tilton, will run a new set of trap-gear at Menemsha Light this season. This is the first new set of trap-gear to go overboard in a darned good many years. If the law of averages is any good at all, the odds are all in their favor.

"Medric" Joins Fleet

The after end of the month brings a new vessel to the Vineyard Haven fleet, the *Medric*, Gloucester-man, purchased by Dan Alisio, who now owns a fleet of two. The *Medric* is a single-masted dragger, 46½ feet on the waterline and can ice about 25,000 pounds of fish. She has a 60-horse Fairbanks-Morse Diesel. She is the only single-masted dragger hereabouts with the double-gallows rig, and will carry three men. Cap'n Harold Benway will take her out as soon as she is ready.

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of propellers of any type or make is available at our strategically located service stations. Write for name of nearest one.

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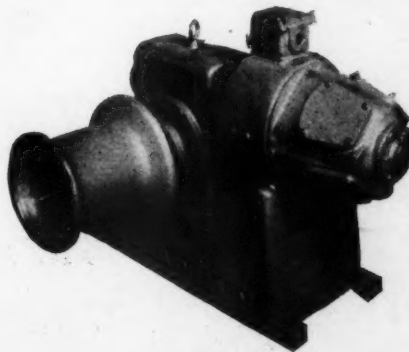
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It's a tough worm says this bird.

"It twists and it bends while I pull and I shake And give it the works—but still it won't break."

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Shrimp boats from Brunswick, Ga., at St. Augustine, Fla.

Georgia to Revive Oystering

LEGISLATION to revive Georgia's oyster industry has been passed by both branches of the Legislature. The new regulations are expected to prove a boost to the business, which once thrived along the entire coast.

The bill would authorize the State Department of Public Health to promulgate sanitary regulations to meet the minimum requirements of the United States Public Health Service. Enforcement of these will enable Georgia's oysters to move in interstate commerce.

No one would be permitted to plant, gather or market oysters without obtaining a certificate from the health department certifying that the area from which the oysters are to be taken is not contaminated and that adjacent waters are not polluted.

Oysters would not be taken from any of the State's waters from the first of May until the 31st of August except for replanting.

The measure also provides that anyone owning an oyster canning or shucking plant must distribute annually in areas designated by the State Game and Fish Commission up to one third of the oyster shells required by the plant in the preceding season.

No oysters may be taken if the shells measure less than three inches from hinge to mouth. A tax on all oysters shipped from Georgia of five cents a gallon on raw shucked oysters and of six cents on each 180 ounces of canned oysters is levied by the bill.

Want Reciprocal Agreements with Florida

Efforts to work out reciprocal agreements between Florida and Georgia on commercial fishing matters to benefit the conservation activities of both States were initiated at a conference in Atlanta last month.

S. E. Rice, Supervisor of Construction for Florida, urged the Georgia committee to seek repeal of a law requiring each commercial fisherman from Florida to pay a \$10 fee as a non-resident, and reduce the fee to \$5 as charged in Florida.

Florida has licensed at least 50 Georgia boats to take shrimp in Florida waters, which is greater than number of Florida craft fishing out of Georgia.

N. C. Season Opens Successfully

FISHERMEN of North Carolina are getting a good start on their season's work. Not all of them were able to get their nets set, hence many were unable to take advantage of high prices. Last month shad were selling at 50 cents a pound for roes, with buck shad about half the price of roes.

The scarcity of stakes was a problem this season. Fishermen who have had their stakes delivered from distant points during the past several years have had to shoulder axes and go in the swamps to get stakes this year.

The price of labor has reached an all time high. Hands for the fishing season are now getting \$100 a month and board, in some instances. And there is a scarcity of labor at that.

Well informed fishermen are hopeful, however, of getting good prices for their catch all through the season.

Commission Reports on Bass and Blue Crabs

THE Atlantic States Marine Fisheries Commission, in its first annual report to Congress, recommended regulations for striped bass and blue crabs.

A panel of Commission members from Delaware, Maryland, Virginia and South Carolina, reporting on the blue crab, urged that States having laws limiting the taking of sponge crabs retain such laws. Conservation authorities of Maryland and Virginia were urged to continue study of the blue crab and if possible evolve a joint program adjusted to the peculiar distribution of this species in the Chesapeake Bay area.

Producing and consuming States were urged to prevent by statute the sale of immature crabs, namely, peelers less than 3 inches shell measurement; soft crabs below $3\frac{1}{2}$ inches; and hard shells below 5 inches.

A panel of members representing Massachusetts, Rhode Island, New York, New Jersey, Delaware, Maryland and Virginia recommended that all States having a 16-inch or equivalent limitation on the taking of striped bass retain that limit, and all States having a smaller limit increase it to that figure.

Coast Guard Issues New Light List

THE Coast Guard Light List for the Atlantic Coast, the 1943 edition of which is about to be issued, will show the important changes which have been made in the system of navigational aids because of the war. As many of the lights have been extinguished, lightships removed from station, fog signals made inoperative, and many of the lighted buoys replaced by unlighted aids, these facts will be indicated in the new light lists.

Also of interest to mariners will be the consolidation of the North Atlantic and South Atlantic Light Lists into a single volume. This will describe all the lighted aids to navigation maintained by the United States, from Maine to Texas, but will not include the descriptions of the unlighted buoys formerly a part of the lists. Publication of data on the unlighted buoys and beacons is being temporarily suspended.

Greer Longest In U. S. Bureau

ROBERT L. GREER, oldest employee in point of service in the Fish and Wildlife Service, completed 43 years of duty on March 1. He is well known throughout the fishing industry, having traveled continuously for 35 years. He has covered every fishing port in the country, as well as the Mississippi River and its tributaries. Mr. Greer is called the dean of the Service, and has trained many of its present employees. He has devoted most of his time to fishery statistics.

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Fulton Market Wholesale Prices

Species	Feb. 1-6	Feb. 8-13	Feb. 15-20	Feb. 22-27
Alewives04-.05	.04-.04
Bluefish	.25-.40	.27-.38	.29-.35	.30-.40
Butterfish	.. ..	.06-.18	.. ..	.18-.20
Codfish, mkt.	.14-.18	.12-.18	.14-.21	.14-.22
Codfish, stk.	.14½-.25	.16-.25	.19-.28	.12½-.19
Dabs	.. ..	.10-.10	.. ..	.10-.10
Eels	.03-.03	.12½-.15	.12½-.12½	.02½-.18
Flounders	.08-.22	.04-.20	.08-.22	.05-.20
Fluke	.12-.22	.12½-.22	.14-.22	.12-.22
Haddock	.12-.15	.13-.22	.16-.18	.12-.18
Hake	.08-.16	.06-.16	.08-.17	.07-.07
Halibut	.40-.70	.22-.22	.. ..	.. ..
Herring	.. ..	.05-.07	.. ..	.. ..
Kingfish	.20-.22	.27-.27	.27-.28	.24-.26
Mullett	.. ..	.11-.13	.12½-.12½	.11-.12½
Pollock	.15-.20	.17-.20	.19-.22	.15-.18
Pompano	.. ..	.75-.80	.. ..	.. ..
Red Snapper	.30-.30	.. ..	.30-.32	.. ..
Scup	.09-.15	.07-.15	.. ..	.10-.18
Salmon, Pacific	.. ..	.. ..	.25-.25	.. ..
Sea Bass	.08-.25	.08-.25	.08-.23	.08½-.27
Sea Trout, gray	.20-.20	.10-.25	.. ..	.22-.22
Sea Trout, spt.	.25-.33	.25-.33	.27-.35	.30-.33
Shad	.12½-.50	.12½-.50	.12½-.40	.16-.45
Smelt	.18-.33	.14-.32	.15-.32	.16-.32
Sole, gray	.09-.17	.15-.15	.14-.20	.. ..
Sole, lemon	.20-.23	.. ..	.27-.30	.. ..
Spanish Mackerel	.20-.25	.26-.28½	.28-.34	.25-.31
Striped Bass	.30-.45	.30-.36	.30-.40	.20-.40
White Perch	.08-.08	.08-.12½	.. ..	.10-.25
Whiting	.04½-.14	.02½-.08	.04½-.11	.01¾-.06
Yellowtails	.09-.20	.08-.17	.10-.18	.06-.12
Clams, hard	4.00-22.00	3.00-14.00	3.00-17.00	3.50-14.00
Clams, soft	3.50-3.50	2.00-3.50	2.00-3.00	3.00-4.00
Conchs	3.50-12.00	3.00-12.00	3.00-5.50	3.00-5.00
Crabs, hard	1.25-3.00	.75-2.50	5.00-5.00	1.50-3.00
Crabmeat	.70-1.15	.65-1.15	.30-1.15	.40-1.35
Frogs legs	1.20-1.20	1.25-1.35	.. ..	.. ..
Lobsters	.65-.85	.67-.80	.65-.85	.70-.85
Mussels	1.00-1.25	1.00-1.25	.. ..	1.00-1.25
Scallops, bay	5.00-8.00	5.00-7.50	5.25-8.50	8.00-8.50
Scallops, sea	.. ..	5.75-5.75	.. ..	.. ..
Shrimp	.18-.35	.17-.34	.14-.36	.14-.38
Squid	.15-.15	.. ..	.. ..	.. ..

Long Island Catching Flounders

FLOUNDER fishing got under way about March 15th. The catch is very good, tipping the scales from one to two pounds. The price runs high. Flounder fishermen are not particularly concerned over the offshore fishing ban, as most of their fishing takes place on unrestricted water. Boats out of Montauk are making a good day's catch. The North shore of Long Island is noted for flounder fishing, too, particularly Glenwood Landing, Glen Cove, Glen Head, Bayville, Bayside to mention a few spots. Great South Bay is called the south shore Flounder Heaven. Baldwin, Freeport, Babylon, Bayshore, Amityville and Islip also provide first-class flounder fishing.

Dragging Ordinance Eased

There is a town law which forbids dragging of certain of the under water-grounds of Islip Township. For the duration of the war, this ordinance will be suspended under certain conditions. When and if charter and pleasure boats start flounder fishing, all commercial fishing in the prohibitive areas will cease.

Ready for Trap Fishing

The trap-fishermen are about ready to start for the fishing grounds as far as gear completions are concerned. The problem of help is confronting them. Weather permitting, firms will start the latter part of this month in Block Island Sound off Gardiners Island and along the south shore.

Boston Landings for February

(Hailing fares. Figure after name indicates number of trips.)

Acme (3)	6,400	Josie M. (2)	30,500
Adventure (2)	69,000	Josie II (3)	19,100
Adventure II (2)	63,000	Lark (2)	108,000
Alphonso (3)	23,800	Lawrence Scola (2)	34,000
American (2)	58,300	Leonardo (1)	2,400
Angie & Florence (1)	56,000	Maine (3)	273,000
Anna Guarino (4)	27,400	Mao II (1)	8,700
Annie (3)	11,500	Marcella (2)	86,000
Annie & Josie (2)	9,000	Maris Stella (2)	205,000
Billow (3)	281,000	Marjorie Parker (1)	26,000
Boston (2)	116,500	Mary (2)	29,500
Breaker (2)	164,000	Mary & Jennie (2)	12,000
Breeze (3)	240,000	Neptune (2)	186,000
Brookline (3)	343,000	Newton (3)	323,500
Cambridge (3)	320,300	Olympia (2)	41,000
Cape Ann (1)	57,000	Plymouth (3)	317,000
Clarence B. Mitchell (2)	35,000	Princess (2)	15,900
Columbia (3)	438,000	Quincy (2)	195,000
Comber (2)	161,500	Richard J. Nunan (2)	104,000
Cormorant (4)	460,000	Ripple (3)	307,000
Dawn (1)	42,000	Rita B. (2)	89,500
Dorchester (3)	269,000	Robert & Edwin (1)	6,000
Ethel B. Penny (1)	32,000	Roma (2)	13,700
Ethel G. Huff (1)	7,000	Rosie (3)	44,000
Eva II (3)	6,200	St. Joseph (5)	158,600
Fabia (2)	287,400	San Antonio (1)	3,800
Famiglia (3)	75,000	San Calogero (2)	106,000
Fannie F. Hickey (1)	5,600	Santa Rita (1)	5,400
Flow (2)	194,000	Santina D. (3)	48,800
Frances C. Denchy (3)	186,000	Sea (3)	232,200
Geraldine & Phyllis (2)	73,000	Sebastiana & Figli (2)	26,000
Gertrude Parker (2)	62,000	Shamrock (1)	48,000
Golden Eagle (1)	115,000	Spray (2)	250,000
Gossoon (2)	63,000	Thomas Whalen (2)	240,000
J. B. Jr. II (3)	46,000	Vandal (2)	79,000
Joe D'Ambrosio (3)	21,000	Wm. J. O'Brien (4)	337,000
Josephine F. (4)	7,700	Winthrop (2)	135,000

Gloucester Landings for February

(Hailing fares. Figure after name indicates number of trips.)

Alden (3)	114,000	Marsala (1)	14,000
Alicia (4)	66,000	Marietta & Mary (2)	80,000
American Eagle (1)	31,000	Mary (1)	7,000
Angie & Florence (1)	28,000	Mary A. (2)	80,000
Antonina (5)	111,000	Mary & Julia (2)	140,800
Austin W. (3)	87,000	Mary F. Curtis (3)	148,500
Beatrice & Rose (3)	85,000	Mary R. Mullins (2)	229,000
Bonaventure (2)	154,000	Mayflower (1)	3,300
Carlo & Vince (1)	71,000	Muriel & Russell (3)	77,000
Caroline & Mary (2)	107,000	Nancy F. (4)	127,000
Cayadetta (1)	18,000	Natale III (4)	167,000
Columbia (1)	173,000	Newcastle (2)	93,000
Corinthian (2)	115,000	Niyoda (1)	40,000
Doris F. Amero (3)	180,000	Olympia (1)	23,000
Elizabeth A. (2)	26,000	Richard J. Nunan (2)	63,000
Ethel S. Huff (1)	6,200	Rose & Gracie (2)	120,000
Eva Martin (5)	18,500	Rose Marie (3)	88,000
Evelyn G. Sears (3)	125,000	Ruth & Margaret (2)	54,000
Frances C. (2)	9,000	St. Joseph (2)	52,000
Frankie & Rose (3)	96,000	St. Providence (2)	10,000
Golden Eagle (1)	81,000	St. Rosalie (4)	95,000
Gov. Al. Smith (2)	100,000	St. Theresa (4)	92,000
Grace F. (3)	125,000	Salvatore (3)	205,000
Helen M. (2)	151,000	Salvatore & Rosalie (2)	72,000
J. B. Jr. (4)	32,000	Santa Maria (4)	170,000
J. B. Jr. II (1)	7,000	Sea Hawk (1)	60,000
Jennie & Julia (4)	135,000	Sebastiana C. (3)	175,000
Joffre (1)	40,000	Serafina N. (2)	80,000
Josephine & Margaret (3)	127,000	Serafina II (2)	63,500
Lawrence Scola (1)	9,000	Shamrock (1)	60,000
Linta (5)	88,000	Uncle Guy (1)	56,500
Little Joe (3)	49,000		

R. I. Quahaug Dredging Proposed

MOST of the quahaug beds in Narragansett Bay would be open to dredging under terms of a bill introduced March 9 in the Rhode Island Legislature by Representatives Erich A. O'D. Taylor and Robert A. Shea.

Taylor explained that the purpose of the bill was to make available greater supplies of quahaugs at a time when there is a shortage and to build up a quahaug industry.

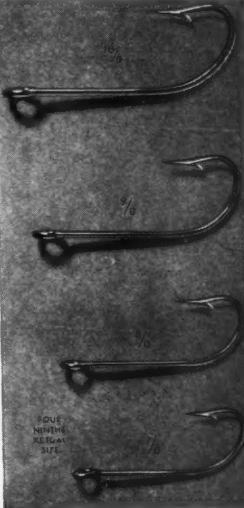
Under the proposed legislation the bay would be divided into several areas for dredging, with exceptions in areas that might be used as oyster beds or in sections that would remain closed for reasons of health. From time to time the State Director of Agriculture could close the beds to prevent over-fishing and provide for re-seeding.

The bill would require that all boats engaged in dredging for quahaugs be licensed at a \$75 annual fee, and only boats owned in whole or largely by Rhode Island citizens could be licensed. Every captain or chief man on each boat would be licensed at \$10 annually, and every crew member would be licensed at \$1 annually. Daily catch limits would be 35 bushels.

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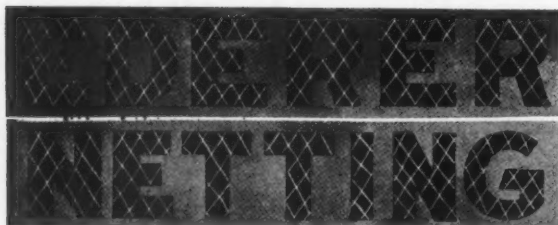
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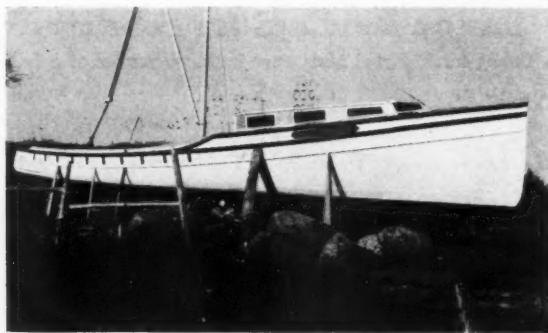
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The new 41' x 12' lobster smack "Muriel Burke", built for Capt. Alfred LeBlanc, Wedgeport, N. S., a former Gloucester, Mass., skipper, and operated by his son, David.

Fulton Market Personalities

FOLLOWING is the second installment of excerpts from some of the Fishery Council's interviews with New York market men.

"Uncle Tom of F.F.M.", Tom Beck, of the John Feeney Co., was born in St. Lawrence, Newfoundland, in 1871. His early years were spent fishing in the waters off Newfoundland, out of Gloucester and out of New York. He was shipwrecked twice, once while fishing with Capt. "Dick" Wadden on the *Atlantic*, and the other time with Capt. John Hickey of the *Argo*. "In those days," says Tom, "fishing was tough work. Every operation on the boat was done by hand, and the only kind of light was a small kerosene torch". Tom remembers when market hours were 4 A.M. to 4 P.M. "Were those days cold!" adds Tom. "Ink froze in the bookkeepers' pens and a cup of coffee every half hour was a dire necessity." It is now 43 years that Tom has been with the John Feeney Company, one of the longest, if not the longest period of service to one company any market-man can claim.

"F.F.M.'s Good Will Globe Trotter", J. Edwin Treakle, was born in 1877 in Matthews County, "the garden spot of Virginia". His first job was with his father, the largest oyster shipper in Virginia. At the age of 19, he went to work as a fisherman on the steamers in Chesapeake Bay. Later he came East and worked on the *Annie L. Wilcox* of Mystic, Conn. Forty-six years ago he came to Fulton Market to sell clams for the S. L. Storer Co. Later he sold oysters for B. D. Luce Co. In 1909, Ed bought out the Rob. Cole Company and the P. M. Comstock Company. He managed both stands until the old F.F.M. collapsed, and it's often been said that the weight of all Ed Treakle's clams was responsible for the collapse of that market. In May, 1937, he incorporated the J. Edwin Treakle Co. He's proud of his very fine home in Matthews County, where he has entertained as many as 308 people from 10 States at one barbecue. After seeing America first, Ed made two trips around the world.

"An Old Salt Seasoned in the Fish Business", "Joe" Brien of Brien & Mahon, was born in Bay Bulls, Newfoundland, in 1876. After five years of New England fishing, "Joe" returned to Newfoundland for a trip of herring and brought his cargo to New York, where he decided to live. At that time there were big square-rigged ships with their bow-sprits extending almost clear across South Street. He went fishing for blues for four years, then worked for the New York Fish Company, later going to the Old Continental Fish Company. When Continental merged with the Atlantic Coast Fisheries, Joe went to work for Burnett and Keeney, and in 1921 formed the Brien & Mahon Company. Joe's experiences at sea include being run down in the fog off the Delaware Capes, being adrift in a dory off the foggy Grand Banks for 2 days and a night, and lost for a day and a night in a snow-storm on Georges.

Canadian Embargo Lifting Aids Sardine Pack

By C. A. Dixon

FOLLOWING the lifting of the Canadian embargo on sardine herring exports from New Brunswick the middle of February, several factories in eastern Maine opened and received fairly good supplies of fish, chiefly from Grand Manan, although some were brought to Eastport from the Wolves Islands.

During the month of February, fish became more plentiful than they were in mid-Winter and at the present time, March holds promise of being a very profitable month for those engaged in seining, boating and in the sardine manufacturing plants in the Quoddy area.

The much discussed set price on sardine herring as requested by weirmen of West Isles in Charlotte County, N. B., has not been approved by the Canadian authorities, but changes respecting the regulations governing the sale of fish may include a ceiling price, and possibly a floor limit, too, it is said. Some think that a ceiling price of \$20.00 a hoghead for fish at the weirs will be the figure favored by those concerned with the administration of the regulations, and it is also believed that the fishermen themselves will be satisfied with a ceiling of \$20.00, but would be better satisfied if this figure was made a floor limit as well as a ceiling barrier.

Good Season Indicated

Meanwhile, the little fish are doing their part in furnishing canned food for Lend-Lease supplies, and already a banner season in 1943 for the sardine industry seems assured. It is thought that with so many small fish reported at various places so early in the year, Spring will bring with it a large and lasting school of fish in all the fishing districts.

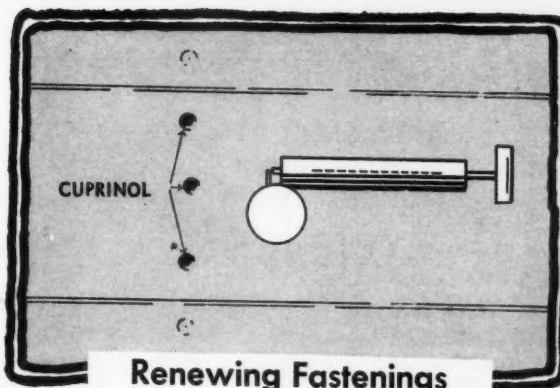
Activity along the shores of Washington County, Me., and Charlotte County, N. B., is brisk as Spring approaches. Many boats are being repaired and some new ones are being built. Large quantities of weir material and twine netting have been landed on the banks of the rivers and bays. Weir building soon will be in full swing. Reports of fish schools on the way inshore lends promise to those whose efforts will be directed toward capturing them as soon as they can be caught in seines or weirs.

Conditions of Embargo Lifting

The embargo on the export of sardine herring from New Brunswick had been in effect from the first of January. The Maine factorymen had asked for a lifting of the ban, it is said.

The doing away with the embargo, however, was accompanied by conditional requirements by the Canadian authorities. One of them is that the Maine packers must buy sardine herring on the hoghead basis of payment instead of the pay-by-the-case method that has been in vogue in Eastport, Lubec, and adjacent towns for some years past. Another condition is that the Maine buyers are held responsible for all the fish that are taken aboard their boats, and boatmen hired by them will have to decide whether or not the fish are suitable for packing. Once they have been taken aboard they must be paid for whether or not they are condemned at the factory by Pure Food inspectors. A third condition requires all sardine packers to agree to a uniform price ceiling so that an equal opportunity for all will be created and maintained. Exports are subject to permit from the office of the chief supervisor of the district wherein fish are procured, in addition to the regular permit from the Trade and Commerce Department through the local customs officials.

The changes are quite drastic from the viewpoint of the packers, but producers, especially, welcome the reverting back to the original method of payment for fish on the hoghead basis. The case method never was popular with weirmen who often lost outright cargoes of fish "sold" but not paid for. Maine boatmen in the future will have to exercise the greatest care in examining the sardine herring taken aboard in order to have them successfully pass inspection. Otherwise their employers will be subjected to considerable loss if unsuitable fish are landed at their packing plants.



Watch out for Rot—old rot, and the chance for new rot to develop. Clean out the old rot and use a "Flit Gun" or atomizer to spray thoroughly all holes with Cuprinol before inserting new screws or bolts. Cuprinol will permanently prevent future rot and permit a firm lasting grip to the fastenings in the wood.

If your supplier does not have Cuprinol available it is because the Federal Government has now placed it on priorities of A-10 and above.

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Bethanized trawler line is every bit as strong, tough and fatigue-resistant as uncoated rope. Yet every wire in bethanized trawler line is fully protected against corrosion by a vise-tight coating of 99.9+ per cent pure zinc. Why is this possible? Because a bethanized coating is applied by electricity (without the use of high temperatures) leaving the physical properties of the steel unchanged, and building up a tight, even zinc armor over every inch of the rope wire.

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Caterpillar Awarded "E"

CATERPILLAR Tractor Co., Peoria, Illinois, has been awarded the Army-Navy "E" symbol for outstanding achievement in the production of war material.

Presentation of the "E" flag was made at appropriate ceremonies within the plant Friday, March 12.

Brigadier General D. McCoach, Jr., Assistant Chief of Engineers and Captain E. A. Lofquist, Chief of Staff, Ninth Naval District, made the award.

In addition to presentation of the "E" flag to be flown at the "Caterpillar" plant, an individual "E" pin was given each employee, signifying his outstanding contribution to the war effort.

Cummins Appointed Diesel Consultant

C. L. CUMMINS, founder-president of the Cummins Engine Company of Columbus, Indiana, manufacturers of Cummins Diesel engines, has been appointed Executive Consultant on Diesel engine production to the War Production Board, with headquarters in Washington, D. C. The position carries the nominal dollar-a-year salary.

Appointment of Mr. Cummins to this newly created post is the direct outgrowth of a conference held recently in Washington at which time WPB officials made clear to executives of the principal Diesel manufacturers the need for increased production and urged, as a step toward this end, the selection of a man from within their own ranks to undertake this important job.

Represented in the conference were almost all of the principal builders of all categories of Diesel engines used in the war effort, including manufacturers of slow, medium and high speed Diesels covering a wide range of horsepower capacities.

C. L. Cummins, Cummins Engine Co., who has been appointed Executive Consultant of Diesel engine production to the War Production Board.





Presentation of the "E" pennant to President A. E. Walker, of The National Supply Company at its Toledo plant.

National Supply Toledo Plant Award

THE National Supply Company was the recipient of its third War Production Award on February 10th with the presentation of the Army-Navy "E" to the employees of its Toledo, Ohio, plant. The two previous awards consisted of the Army-Navy "E" at the Ambridge, Pa., plant, and the U. S. Maritime Commission Victory Fleet Flag and Maritime "M" Pennant to the Superior Engine Division at Springfield, Ohio.

Presentation of the Toledo plant Award Flag was made to President A. E. Walker by Rear Admiral William C. Watts, U. S. N., retired. "We regard it as a token of partnership with those brave sailors and soldiers fighting in the far corners of the world to maintain the rights of free men," said Mr. Walker in his acceptance speech.

Col. Ernest O. Rudelius presented "E" pins to the four oldest employees of the plant whose tenure of service ranged from 44 to 51 years of continuous service. Pins were accepted in behalf of the employees by J. S. Biscay, President of The National Supply Unit, U.A.W.-C.I.O. "Our fighting sons will never falter if we do our part. Let us put on these pins in solemn compact with them," said Mr. Biscay.

Color Reproductions of Naval Vessels

A unique advertising campaign is currently being sponsored by American Manufacturing Company, Brooklyn, New York, cordage mill. Designed to show the trade why rope is not readily available for ordinary civilian and commercial uses, each month's advertisement features a large picture of one type of modern U. S. Naval vessel.

The original watercolors are from the "American" series of modern ships of the United States Navy by the noted marine artist, Worden Wood. The authenticity of detail of Wood's ship pictures has made his work very popular.

The advertising is running in black and white, but American Manufacturing Company has made reproductions of the original paintings in full color. They make splendid framed subjects and carry no advertising.

Major fleet units will be covered during the year. A complete set will make a splendid collection, and may be obtained by writing to American Manufacturing Company, at Noble and West Streets, Brooklyn, N. Y.

Cummins Gets "E" Award

A STREAMLINED, between-shifts ceremony on January 28 marked the presentation of the Army-Navy "E" award to the Cummins Engine Company, Columbus, Indiana, for outstanding production of war materials.

In the presence of company employees and executives and guests the "E" banner was presented by Rear Admiral W. C. Watts, U.S.N. (Ret.). It was accepted on behalf of the company by its president, C. L. Cummins.

Colonel Walter S. Drysdale, commanding officer of Fort Benjamin Harrison, awarded the "E" lapel insignia—which every Cummins worker will be privileged to wear—to the two employees who have been longest in the company's service.

For "The Duration"

We are "All Out" for our Government. After "The Duration" we will be "All Out" for our customers, with a yard so complete that no job will be too small and none too large, either in building, repairing, or converting.

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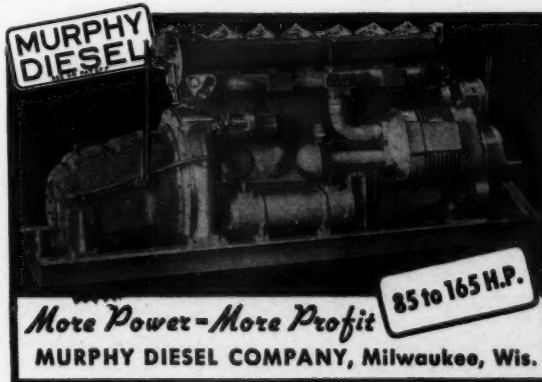
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85 to 165 H.P.

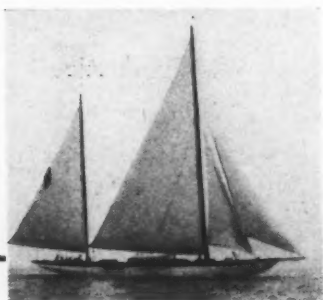
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McMANUS KETCH (A yacht suitable for fishing) FOR SALE

Might swap for desirable real estate. Aux. ketch "Carolyn," 42 tons gross, 86' x 62' x 18' x 10', strongly built of best materials as "Autocrat" in 1911 by Greene at Chelsea, from designs of Tom McManus. Rebuilt 1927 by Nevins. Has always had best of care. Thoroughly sound and able. Speedway 180 hp. motor drives her 10 knots. Delco 32 volt electric system. Edison batteries. Inspectable Norwalk, Conn. Price, \$8700, or best offer before March 31, 1943. Write R. G. Rockwell, owner and master, New Canaan, Conn.

Marine Bargains

If you are in the market for Marine Engines, gas or Diesel, Lighters, Tugs, Fish, Work, or Party Boats, etc., write us as to your requirements. We also have a good assortment of Propellers ranging from 16" to 50". If we haven't what you want on our lists, we can find it for you. Knox Marine Exchange, Camden, Maine.

WANTED

Wanted, a small lobster boat about 25 ft. long. Write Wm. T. Rose, 27 Gardner St., Portsmouth, N. H.

FOR SALE

Two 150 hp. Lathrop engines in excellent condition. One purchased in 1939 and is practically new. The other was reconditioned at the manufacturer's plant in 1939. Propellers and shafts included as equipment. C. H. Gleason, 141 Milk St., Boston, Mass.

FOR SALE

A fast, able, 70 ft. power vessel, the famous Jonesport model, that will make the fastest mackerel catcher of the fleet. Price \$5,000. Now hauled out at Stevens' Yard, Kittery, Maine. Apply to Bill McCoy, Daytona Beach, Florida.

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